COMING TO AN UGLY CRISIS

Some One Must Back Water or the Western Passenger Association Is Doomed.

Chairman Caldwell and Traffic Manager White, of the Atchison, at Loggerheads-The Vandalia's Position Unchanged.

Chairman Caldwell, of the Western Passenger Association, has caused considerable surprise among railroad men by refusing to accept E. A. Ford, general passenger agent of the Pennsylvania lines, as arbitrator in the Atchison's appeal from his rulings. The Atchison took an appeal in two cases. One was from the chairman's decision denying that it was justified in making a twelve-dollar rate to Denver and return on account of the Knights Templars' conclave. The other was from the ruling and action of the chairman in his authorization of a one-way rate of \$12 to Denver and intermediate points, and the alleged conspiracy by which the Atchison was deprived of its rights under the agreement. In both of these appeals to arbitration the Atchison nominated E. A. Ford for one of the arbitrators, and asked the chairman to name his choice for another. The rules provide in such cases that each side shall choose one arbitrator, and the two thus chosen shall select the third. . The arbitrators are to be disinterested parties, and either side may object to the other's choice if he has good reason to believe that the party is not free from prejudice. After the Atchison had nominated Mr. Ford, Chairman Caldwell asked a representative of that company if objection would be made should be name as his choice a member of the Western Passenger Association. The reply was that in all probability such a nomination would not be accepted, as a member of the association would not be a disinterested party. The chairman then wrote his reply to the communication of Passenger Traffic Manager White, refusing to accept E. A. Ford as an arbitrator on the ground that he was an interested party. He explained this by saying that the Vandalia line, which is under Mr. Ford's jurisdiction, and the Illinois Central, which is a member of the Western Passenger Association, each formed a part of a through passenger route between Chicago and St.

It appears that this letter was delivered at the Atchison offices after business hours Saturday afternoon, so that it did not fall into the hands of the proper officials until yesterday. It was then too late to nomiprovides that this must be done within five days after the decision from which an appeal is taken has be rendered and the specified time had expired. But the Atchison promptly adopted the only course left to save itself from defeat. It appealed from the chairman's objection to and his refusal to accept Mr. Ford as an arbitrator. Official notification of this appeal was sent to Chairman Caldwell and the members of the association by Passenger Traffic Mana-ger White, who offered as his choice of arbitrators in this case F. C. Donald, vice-chairman of the Central Traffic Associa-tion. In his communication Mr. White contends that the chairman's objection to Mr. Ford as an arbitrator is not only ut-terly groundless, but made for the purpose of harassing and annoying the Atchison. He further says:

"It being the duty of the chairman, as a just judge of controversies between the members of the association, to hold the scales of justice even, he has prostituted his office to that of a mere partisan to effectuate the sinister purposes of a majority of the members of the association to the

injury of a minority."
Atchison officials are confident that this last appeal will result in their favor whoever may be selected as arbitrators. Some of Chairman Caldwell's friends are afraid that he unnecessarily aggravated the situation in objecting to Ford as an arbitrator, and are of the opinion that no board of arbitration will sustain his objection. The controversy has now reached a stage that is regarded as serious, and only a change of tactics on the part of some of those who have been fanning the flames will save the Western Passenger Association from dis-

The Situation with the Vandalia. Said a traffic manager last evening: "While I should not like to take the posttion with our road which the Vandalia has, it is a question with me whether it is not a correct one, and one which its natural outlet, the Pennsylvania, should protect. The Vandalia people had ample evidence that competing lines were secretly sutting rates, and simply met the cut rate openly by putting in a lower tariff, and eventually, I believe, it will be a winning one. The Vandalia could, as in times past other roads have done, send the business through on a bill of lading or full rates, issuing a separate tariff of its own, and its eastern connection could return the sum above its tariff which it collected on the priginal bill of lading as an interchange, and this would not be a violation of the interstate-commerce law. This has been dene many times in the past, but it is thought that the very trunk lines which are taking so strong a position in the main-tenance of tariff rates, declining to take the Vandalia's business, are, in connection with other lines, shading rates. Competing lines on both sides of the Vandalia are shading rates, unless reports are false, and why the Vandalia should be singled out by the trunk lines is a problem."

Vandalia Outlet by the Eric. It has been learned that the Vandalia's outlet to the sea-board, by which it is enabled to bill the through shipments of grain and sixth-class freight from St. Louis on the basis of 20 cents per one hundred pounds, Chicago to New York, is furnished by the Erie road. The Erie has a trackage arrangement with the Cincinnati, Hamilton & Dayton between Indianapolis and a connection with the N. Y., P. & O., and it has instructed its agents to accept all freight offered by the Vandalia at Indianapolis on the reduced basis. This discovery puts a new phase on the situation, and a meeting of the joint committee of the Central Traffic and Trunk-line associations will be held Thursday to decide on a line of action. An attempt will be made to bring about an advance in lake-and-rail rates in the hope that this may induce the Vandalia to restore its former tariff. Should this plan fail the Chicago roads

Coming Pennsylvania Changes. Some important changes are contemplated on the Pennsylvania lines west of Pittsburg. As now outlined, Charles Watts, general superintendent of the Northwestern system, goes to Chicago and takes the title of general agent, which carries with it a great deal of authority, the entire business of both the Northwestern | in the Police Court yesterday morning system and the Southwestern system at the Chicago terminal being under his direct supervision, it being much a more important position than the one he vacates. J. Turner, it is said, will succeed Mr. Watts as general superintendent of the Northwestern system, and F. Darlington, superintendent of the Indianapolis division, will take Mr. Turner's place as superintendent of the Pittsburg division. F. T. Hatch, engineer of maintenance of way, is named to succed Mr. Darlington on the Indianapolis division.

will be forced to reduce their rates and

meet the competition by way of St. Louis.

Personal, Local and General Notes, The Big Four has restored its parlor-car service between Indianapolis and Benton Harbor on its day trains.

The Terre Haute & Indianapolis company is this week paying its usual 3 per cent. semi-annual dividend. C. H. Hunt, contracting agent of the Merchants' Dispatch at St. Louis, is visit-ing his sister, Miss Susie Hunt.

A station has been established at Columbia City. O., by the Pennsylvania Company, and J. H. Besse appointed agent. William Grafton, chief signal engineer on the Pennsylvania west of Pittsburg, to-day, in company with Superintendent Darlington and A. Schoyer, whi go over the Indianapolis division for the purpose of

deciding at what point it would be advisable to erect additional interlocking signals to lessen the number of stops between Columbus and Indianapolis.

A. E. Tremp, for four years master me-chanic of the Ohio Southern road, retired yesterday and was succeeded by H. McFail. Homer F. Frost was in the city yesterday en route to Elkhart to assume the duties of assistant general freight agent of the Big Four lines (Michigan division.)

Division Superintendents Higgins, of Cleveland, and Gibson, of Cincianati, were in the city yesterday for a conference with General Superintendent Peck, of the Big Four lines.

The Western lines begin this morning to slaughter rates, selling round-trip tickets to St. Louis at \$11.50, the regular fare being 14.20 round trip, and to Kansas City at \$15.50 round trip.

General Manager Burgoon, of the Terre Haute & Peoria road, is in the city on officral business. He states that fully 50 per cent. of last year's crop of corn in territory tributary to this road is yet to be shipped to market.

Owing to the serious illness of Mrs. Barnard, daughter of President Ingalis, the latter has telegraphed General Superintendent Peck that he would be obliged to postpone the proposed inspection trip of the Big Four lines.

The Union Depot & Terminal Company is building a \$200,000 passenger station at Augusta. Ga. The station proper will be built of brick and iron and will be 270 feet long by 80 wide; the train sheds will be 500

feet long by 135 wide. The dining-cars on the Chicago division of the Big Four have been withdrawn temporarily. Extensive improvements are being made to the track between Indianapolis and Kankakee preparatory to using heavy passenger engines.

Gen. I. H. F. Sweetser, who died at Titusville, Pa., last week, was for five years general manager of the Western New York & Pennsylvania road, and in 1864 was appointed to the same position on the At-lantic & Great Western (now the N. Y., P.

& O.) road, retiring in 1880. C. L. Cole, who yesterday became general freight agent of the Northwestern system of the Pennsylvania lines west of Pittsburg, has been with the Pennsylvania Company since 1871 as assistant general freight agent. Previously he had been a clerk in the freight office of the Fort Wayne

A mechanic in the shops of the Pennsylvania at Fort Wayne has invented a device which, it is believed, will greatly abate the smoke nuisance. The Pennsyl vania Company will give the device a test on its different types of engines. On switching engines its work is very satis-

In a day or two the Knights Templars and Knights of Pythias excursion rates take effect, and when these are out of the way harvest excursions will follow—one on Aug. 30, another on Sept, 27 and a third Oct. 25. One fare for the round trip is the rate agreed on, but it looks now as if it would not stop there.

The New England roads will in a few days hold a meeting to adjust the question of arbitraries on Western business. As the matter now stands, the Western roads get the worst of it, except on Boston and points taking the Boston rate, as it will pay the entire arbitrary to points where one is made after the readjustment spoken of yesterday morning goes into effect.

Lumber shippers at this point will be in-terested in knowing that the trunk lines and Central Traffic Association lines have agreed to the request of steamship lines that so weights be inserted on joint export bills of lading for lumber; all consignments will be weighed at the sea-board and charges collected on the weights thus ascertained. A clause to such an effect is to be inserted in the through rail and ocean bills of lading.

The citizens of Fort Wayne have appointed a committee to go to Cleveland and confer with the higher officials of the N. Y., C. & St. L. road as regards removing the company's shops from Stony Island to Fort Wayne. These shops employ 600 men. Probably, if encouraged, the citizens of Fort Wayne would vote a good subsidy to That Fort Wayne is a better point for these

shops cannot be denied. William Stewart, who yesterday assumed the duties of general freight and traffic manager of the Pennsylvania lines west of Pittsburg, has been connected with the Pennsylvania lines since 1852, beginning as a clerk in the general freight office. In 1864 he was appointed general freight agent of the Cleveland & Pittsburg division; four years later he was appointed its general superintendent, and in 1871 general freight agent of the Pennsylvania lines west of Pittsburg, which position he has

held up to this promotion. District Passenger Agent Coke Alexander, of the Missouri Pacific, yesterday received a telegram from General Passenger Agent Townsend instructing him as regards rates which the Missouri Pacific has made to apply to all points on its lines, in-termediate points being no higher propor-tionately than terminal points, the low rates applying as well one way as for round trips. The tickets go on sale to-day at St. Louis, the sale to be continued till the 7th and good to return Oct. 11. The Missouri Pacific puts the scaling-knife in deeper and to many more points than have its competitors, but they may this morning, however, announcesimilar reductions from St. Louis. The Missouri Pacific makes the round-trip ate, St. Louis to Denver, \$12; to Kans City, \$8; Atchison, \$10.30; Leavenworth, \$9; St. Joe, \$10.50, and other points proportionately low.

ASKS A DIVORCE.

Says Her Husband Is Comfortably Fixed,

but She Has to Support Herself. Mary Louisa McCormack seeks a divorce from Henry T. McCormack on the grounds of cruel and inhuman treatment and failure to provide. She says in her complaint. filed yesterday, that since their marriage, in 1888, she has been compelled to make her own living by sewing; that she was also compelled to pay house-rent and furnish the house with her own means. She alleges that her husband is worth \$3,000, and asks for an order of court requiring him to pay into court the sum of \$50, to be used by her in the prosecution of her suit. She also asks that she be restored to her maiden name, Mary Louisa Rainey.

Trying to Get at Wallace's Property. John C. Parr, by his attorneys, Davis & Martz, yesterday filed suit on a note against George E. Wallace, Mary A. Wallace and S. A. Fletcher & Co., under the suit of the State of Indiana vs. Geo. E. Wallace et al. With the complaint was filed a dismissal of the cause as to defendant Wallace. Affidavits in garnishment and attachment are also filed, setting forth that the plaintiff is informed and believes that the defendants have in their possession and control "moneys, credits and choses in action" of the defendant, Geo, E. Wallace, which they ask be attached by the sheriff, and held subject to the judgment rendered in this action.

She Took His Word for It. Saturday afternoon Warren Banks, colored, living at 282 Roanoke street, was arrested for assault and battery upon his wife, who was not his wife. It developed that Banks went to the clerk's office and secured a marriage license, but thought it a waste of money to pay a squire for performing the ceremony, so he told his af-fianced that he had made arrangements down town so that it was not necessary to have any ceremoney.

Gambiers Fined.

Joe Gates, the man who carries the Democratic portion of the Fourth ward in his vest-pocket, was in the Police Court upon a charge of keeping a gambling-house. He was fined. Thos. White was also fined for running a "craps joint" at 196 North Mississippi street.

Declared Insans. A farmer named Mineer Clements, living three miles southwest of Haughville, was declared of unsound mind yesterday morning. He believed that the only portion of his body which contained any blood was the little finger of his left hand.

The Court Record. CRIMINAL COURT. Hon. Stephen E. Urmston, Acting Judge. State vs. Ed Edwards; petit larceny; pleas of guilty. Fine of \$1 and cost, sixty days in the work-house and disfranchisement

defendant released on good behavior.

for sixty days. Sentence suspended and SUPERIOR COURT.

New Swits Filed. Thomas Woods vs. William Farquher et al.: mechanic's lier. Room I. Mary Louisa McCormack vs. Henry T. McCormack; divorce. Room 2. William A. Silvey vs. Henrietta Witte and Henry Witte; mechanic's Iren. Room 3. Horace R. Allen vs. Milton A. Malone et al.; to quiet title. Room 1. CIRCUIT COURT.

New Sust Filed. John C. Parr filing under as party plaintiff in the suit of the State of Indiana vs. George E. Wallace, et al.; suit on note. Demand. \$300.

LET'S "BLOW IN" THE MONEY

The Board of Trade Has a Surplus of Funds That Is a Disturbing Factor.

Question of Loaning It Referred Pack for Future Consideration-The Standing Committees Elected-Other Business.

The governing committee of the Board of Trade was much interested last night in a discussion concerning what to do with the \$10,000 surplus in the treasury. The finance committee made two reports, one being to loan it out for a long period at interest for a cumulative fund. This was supported by Mr. Erwin, Mr. Gordon, Mr. Hall and Mr. Scott. The minority view, which was advanced by Mr. Bowen, was to pay a dividend with \$5,000 of the amount and loan the rest, part permanently and part on short time. Mr. Bowen's idea came up as a motion of substitution for Mr. Erwin's motion directing that \$10,000 of the money be loaned. Mr. Bowen argued that the members of the board would appreciate their membership in the board more highly by declaring a dividend. His plan was to credit each member with \$1 on each year's certificate against the mortuary assessments. This would give charter members a credit of \$11 and others \$1 for each year of membership. Mr. Bowen recalled the experience of the past when a seat in the board rose in value when members realized that it was profitable to be a member of the board. Mr. Erwin argued that good business principles demand that the board should look to the future, and provide a fund that would yield an income sufficient to relieve the necessity of assessments. Mr. R. O. Haw-kins argued that Mr. Erwin's idea is not fair to the old members who have borne the burden of assessments, and now are asked to forego the benefits of prosperity of giving the future membership free insurance. When the vote was taken the result was a

tie, eleven to eleven, and by motion the whole matter was referred to some future meeting, when there is a larger attendance.

E. B. Martindale was elected a member of the board in place of George C. Beck, resigned. The governors approved the action of the president, Mr. Murphy, in appointing a committee to assist in making the next State fair a success, upon the request, it was stated, of the State Board of Agriculture. The following standing committees were

Grain Committee-George E. Townley, chairman; George T. Evans, R. F. Scott, B. B. Minor, George S. Warren, W. H. Cooper, J. R. Ryan, A. J. Gardner, H. E. Kinney.

Flour Inspection Committee-George T. Evans, chairman; L. H. Blanton, Charles Ferger, Arthur Gillet, Frank E. Janes. Local Mercantile Interests Committee—H. P. Wasson, chairman; W. H. Eastman, Ferd Mayer, John T. Brush, F. Francke, H. C. Adams, P. H.

Provisions Committee—John M. Shaw, chairman: T. S. Graves, W. L. O'Connor, William Middlesworth, O. D. Weaver. Produce Committee-M. A. Woollen, chairman; Frank Mummenhoff, Chas. Syerup, John A. Buddenbaum, Henry Schwinge. Lumber Committee-Edward H. Eldridge, C.

C. Foster, S. D. Fraser, C. Eden, Henry Coburn. Coal Committee-Chas. F. Meyer, chairman, Geo. F. Branham, W. G. Wasson, E. E. Pray, G. Railroad and Transportation Committee-J. E. McGettigan, chairman; R. K. Syfers, Sam B. Sweet, Henry B. Smith, F. G. Darlington, Geo. A. Dickson, Thos. C. Moore.

Appeals Committee—Silas T. Bowen, chairman; S. O. Pickens, Jos. R. Evans, W. E. Kurtz, E. H. Eldridge, N. S. Byram, A. W. Conduitt, J. A. Wildman, O. N. Frenzel, H. H. Hanna, Edward Hawkins, V. K. Hendricks, H. Bates, jr., T. E. Griffith, M. B. Wilson. Fire Insurance—C. F. Sayles, B. A. Richardson, Lorenz Schmidt, C. R. Myers, A. Kipp, Real-estate Committee—J. A. Wildman, chairman; C. E. Coffin, N. McCarty, E. B. Martindale, E. G. Cornelius, Albert E. Metzger, P. J. Mul-

Live Stock Committee—R. R. Shiel, chairman; H. C. Graybill, Frank Reynolds, M. Sells, Geo. C. Shipping Committee—A. A. Barnes, chairman; E. C. Atkins, C. F. Meyer, Robert Kipp, W. B. Holton, Henry Frank, H. Bates, r., S. F. Robin-son, C. Van Camp, Aibert Lieber, J. B. Heywood, W. A. Sullivan, J. F. Gent, Worth Merritt, Geo. Relief Committee-V. T. Malott, chairman; D.

A. Richardson, N. S. Byram, J. W. Murphy, J. H. Holliday, George G. Tanner, S. T. Bowen, D. P. Erwin, M. B. Wilson, H. S. Fraser, S. K. Fletcher, T. L. Sullivan, W. J. Holliday, F. W. Hays, E. B. Meteorology Committee-George W. Sloan, chairman; James R. Carnahan, Gideon B. Natural-gas Committee - E. B. Martindale, chairman; J. P. Frenzel, S. D. Pray, A. M.

Fletcher, Eli Lilly. A Mother's Wages of Sin. Jennie Bell, the twenty-year-old daughter of Mattie Bell, keeper of an evil resort on West Market street, was arrested last night at the instigation of her mother. The girl was in a Pearl-street resort when arrested. She showed a bruise on her neck. which, she says, was made by an assault committed upon her by her mother last week. After the assault she left home. and went to the place on Pearl street, and her mother tried in vain to induce her to return home.

Vacancies on the Force. Two new patrolmen, appointed to fill the vacancies made by the discharge of Conklin and Durbin, went on duty last night. There yet remain two vacancies on the list of patrolmen, and a day telephone operator is to be appointed.

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